

AGENDA

*Port of Kennewick
Regular Commission Business Meeting
Port of Kennewick Commission Chambers
350 Clover Island Drive, Suite 200, Kennewick, Washington*

Tuesday, July 12, 2016
2:00 p.m.

- I. **CALL TO ORDER**
- II. **PLEDGE OF ALLEGIANCE**
- III. **APPROVAL OF THE AGENDA**
- IV. **PUBLIC COMMENT** (*Please state your name and address for the public record*)
- V. **CONSENT AGENDA**
 - A. Approval of Direct Deposit and ePayments Dated July 1, 2016
 - B. Approval of Warrant Registers Dated July 12, 2016
 - C. Approval of Regular Commission Business Meeting Minutes - June 28, 2016
- VI. **PUBLIC HEARING**
 - A. Proposition 16-8; for The LINK Theater, Toyota Center Improvements and Convention Center Expansion (**TIM**)
- VII. **PRESENTATION**
 - A. Vista Field Update, Laurence Qamar and Michael Mehaffy (**LARRY**)
- VIII. **OLD BUSINESS**
 - A. City of Richland, Bateman Island Causeway Modification Letter (**TANA**)
 - B. Vista Field Developer Guidelines Update (**TIM**)
- IX. **REPORTS, COMMENTS AND DISCUSSION ITEMS**
 - A. Clover Island Professional Building Fence Update (**AMBER**)
 - B. Rural County Capital Fund (**TIM**)
 - C. Commissioner Meetings (formal and informal meetings with groups or individuals)
 - D. Non-Scheduled Items
- X. **PUBLIC COMMENT** (*Please state your name and address for the public record*)
- XI. **ADJOURNMENT**

Action may be taken on any item on the Agenda.

PLEASE SILENCE CELL PHONES



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CALL TO ORDER

Commission President Skip Novakovich called the Regular Commission meeting to order at 2:00 p.m. in the Port of Kennewick Commission Chambers located at 350 Clover Island Drive, Suite 200, Kennewick, Washington 99336.

The following were present:

Board Members: Skip Novakovich, President
Thomas Moak, Vice-President
Don Barnes, Secretary

Staff Members: Tim Arntzen, Chief Executive Officer
Tana Bader Inglima, Deputy Chief Executive Officer
Amber Hanchette, Director of Real Estate and Operations
Nick Kooiker, Chief Financial Officer/Auditor
Larry Peterson, Director of Planning and Development
Lisa Schumacher, Special Projects Coordinator
Bridgette Scott, Executive Assistant
Lucinda Luke, Port Counsel

PLEDGE OF ALLEGIANCE

Doc Hastings, former United States Congressman, led the Pledge of Allegiance.

APPROVAL OF THE AGENDA

MOTION: *Commissioner Barnes moved to approve the Agenda, as published; Commissioner Moak seconded. With no further discussion, motion carried unanimously. All in favor 3:0.*

PUBLIC COMMENT

Dan Smith, 445 North River Road, Prosser. Mr. Smith, executive director of the Historic Downtown Kennewick Partnership, offered his assistance to the Port and stated, if there are any projects in the district, from Bridge to Bridge, and River to 10th, to let him know and he would be happy to help. Mr. Smith introduced Felicia Darwin, the Partnership's new program and event coordinator.

Boyce Burdick, 414 Snyder Street, Richland. Mr. Burdick thanked Commissioner Novakovich for his remarks at the Tri-Cities Regional Chamber of Commerce Luncheon, State of the Ports. Mr. Novakovich made reference to the Arts Center Task Force and their efforts in building a Performing Arts Center at Vista Field. Mr. Burdick stated the Arts Center Task Force has a Memorandum of Understanding (MOU) with the Kennewick Public Facilities District (KPFD) as to how each entity will publicize the Vista Field Performing Arts Center and The Link, to alleviate any confusion between. Mr. Burdick cited the major difference between the two proposals is the Vista Arts Performing Arts Center will be a dedicated performing arts center for the four Mid-Columbia companies: the ballet, the symphony, the Mastersingers and the musical theater. Mr. Burdick thanked Commissioner Moak for sharing *Walkable City: How Downtown Can Save America, One Step at a Time* by Jeff Speck and stated the book has many interesting ideas. Lastly, Mr. Burdick stated a brochure was developed through Visit



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Tri-Cities, which focuses on the Arts Center Task Force and features information and the 2016 schedule for the four Mid-Columbia performing arts groups.

Joe Schiessl, City of Richland Parks and Public Facilities Director. Mr. Schiessl thanked the Commission for the Port's investment in the parking lot at Badger Mountain Trailhead Park. The parking lot, completed in February, is being well used and the City has eliminated street parking. Mr. Schiessl stated the trail users and residents in the area are delighted with the new parking lot.

No further comments were made.

CONSENT AGENDA

Consent agenda consisted of the following:

- A. ***Approval of Direct Deposit and E-Payments Dated June 16, 2016***
Direct Deposit and E-Payments totaling \$49,512.24
- B. ***Approval of Warrant Registers Dated June 28, 2016***
Expense Fund Voucher Numbers 38023 through 38057 for a grand total of \$79,651.22
- C. ***Approval of Commission Meeting Minutes Dated June 14, 2016***

MOTION: Commissioner Moak moved for approval of the Consent Agenda, as presented; Commissioner Barnes seconded. With no further discussion, motion carried unanimously. All in favor 3:0.

PRESENTATION

A. ***Columbia River Land Conveyance Update***

Mr. Arntzen stated Mr. Barnes and Ms. Bader Inglima are the Port representatives on the Tri-Cities Rivershore Enhancement Committee (TREC) and have had the opportunity to listen to the presentation and asked Ms. Bader Inglima to introduce our visitors.

Ms. Bader Inglima introduced former Congressman Doc Hastings, Gary Peterson of TRIDEC and Brad Fisher, who have been actively speaking with a number of organizations and entities regarding land conveyance and the potential to pursue land conveyance along the river, under Water Resources Development Act (WRDA) from the U.S. Army Corps of Engineers (USACE) to the local jurisdictions or by other means. The issue was approached a number of years ago and placed on hold, however, Mr. Hastings, Mr. Fisher and Mr. Peterson have begun moving the proposal forward and have asked different organizations to consider the conveyance. The Port asked Mr. Hastings, Mr. Fisher and Mr. Peterson to share their proposal and provide the Commission with a status update on the proposed conveyance.

Mr. Fisher (272 Adair Drive, Richland) thanked the Commission for the opportunity to speak and stated he would like to clarify what the initiative is and what it is not. The proposal is the reconveyance of over 32 miles of Columbia River shoreline, after 68 years of control of USACE, back to local control without consideration. This is not an attempt to have the river lined with condos or commercial development, but the initiative is the best way to improve public recreational use of these lands and does not mean having to go through the USACE to get things done. The proposal will put local citizens in control of the future of our community's front door, the riverfront and not USACE who reside in Walla Walla, Portland or Washington D.C. The



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initiative requires new legislation and an existing process through WRDA does not work. As you may know, Mr. Fisher has been personally interested in the reconveyance since the late 80's when he was Mayor of Kennewick. In the late 80's Columbia Park was a budget buster for Benton County and is still today. This community spends over \$2,000,000 a year to maintain shorelines, owned by USACE. In late 80's the City of Kennewick was asked to sub-lease a large portion of Columbia Park from Benton County. Benton County stated the park was too expensive to maintain and was ready to give up their involvement in Columbia Park. The USACE threatened to padlock the park, the crown jewel of the McNary Dam project. The City of Kennewick agreed to sublease the property. In June 2014, at a meeting following the grand opening of the REACH Interpretive Center, Mr. Fisher asked Senator Patty Murray, given the fact that, that very building is located on land once privately owned, and given the number of dams and dikes that have been constructed along the Columbia River, isn't it time to consider the return of these lands to local control. Senator Murray responded she would support the effort, if indeed there was wide community support. In response to our Senator, Doc Hastings, Mr. Peterson and I emphatically state this topic does indeed have wide community support. In the past two years, we have interacted with 100's of stakeholders and including, but not limited to local elected officials, board members, Congressman Hastings, in office at that time, several times with Congressman Dan Newhouse, numerous meetings with the staff of our local federal officials, local shoreline property owners, the Tri-City's Water Follies and several tribal members, all to discuss the issue and gather their support. We have a stack of letters, resolutions and proclamations we have received in support of that. Mr. Fisher distributed a recent editorial from the *Tri-City Herald*, which states, Rivershore Effort Deserves Unified Support and a resolution from Port of Pasco in support of the initiative. Mr. Fisher is hoping the Port of Kennewick will provide a similar resolution in support today. We have heard no major group in opposition of this effort. Mr. Fisher introduced former Congressman Doc Hastings.

Doc Hastings (7319 Columbia River Road, Pasco) Mr. Hastings thanked the Commission and provided a historical perspective of the proposal, because without the history, it is hard to understand why the USACE has this land. Mr. Hastings sited two instances that happened that allowed the USACE to have the lands that we are talking about. The first was the flood of 1948 and the second was the building of McNary Dam and the backwater that would ensue because of Lake Wallula. The flood of 1948 was a devastating flood, Columbia Avenue, which used to be Avenue C in Kennewick, was under water. Water went into Pasco, to nearly Ainsworth Street. At that time, on the Columbia River, there were only two dams upstream, Rock Island Dam, which was a power producing dam, in Chelan County and Grand Coulee Dam. Since then, four new dams in the Mid-Columbia area (between Grand Coulee Dam and the Tri-Cities) have been added, plus dams between Canada and Montana that provide power and flood control. Mr. Hastings surmised, the logical conclusion is there is not much of a chance there will be a devastating flood like the one of 1948 because of all the flood control dams upstream. So that leaves the question, why does the USACE still have the land. Mr. Hastings, stated the *Tri-City Herald* referenced what the Port of Pasco has done at Osprey Point. The Port of Pasco had similar problems with the USACE owning that land, not only the land, but an easement. It took federal legislation, which Mr. Hastings had the privilege to introduce and pass, that gave them the opportunity to develop Osprey Point. Mr. Hastings hopes the Commission has been to Osprey Point and seen what Port of Pasco has been able to do. Mr. Hastings believes the same thing can happen here. The legislation



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we are talking about, which is made up of two parts: the first is the actual reconveyance, which is not in action currently, but rather an amendment to the National Defense Authorization Act (NDAA), offered by Congressman Dan Newhouse. The reason Mr. Hastings makes a point to talk about the NDAA is that that act has never failed to pass the U.S. Congress. Mr. Newhouse has this placeholder in there, which directs the USACE to make public exactly how they went about acquiring the land that we are speaking of to reconvey back to the community. The reason that is important, while it should be public knowledge, it is very difficult to acquire that information from the USACE. Congressman Newhouse simply put language in the legislation that the USACE will provide the information within six months of making a determination. Mr. Hastings mentioned two examples of when the USACE took over the land. The first was the flood of 1948 and they came in, rightfully so, to protect this community. They got the land and built the levees, and Mr. Hastings is unaware what the USACE paid for the levees, Kennewick was devastated more than the other communities. We are trying to get those records to see what the USACE paid for the land. The second instance is what did USACE pay for the lands when they built McNary. Two points to be made about McNary Dam. First of all, the data they were using for flood control, when they were building McNary Dam, was based on flood of 1894, when there were no dams on the Columbia River. The USACE were building McNary Dam and were going to have the ensuing levees to protect from flood, based on data from 1894. The second point, when they built McNary Dam, planned the Dam to be 12 feet higher than it is now, they built it 12 feet lower, but yet the lands they conveyed were based on the extra 12 feet. They have modified the requirements for flood protection now, which are substantially lower. Prior to 1948, all the lands were along the river in our community were owned by private citizens and/or governments. Very simply, we believe those lands should be reconveyed back to the local community. Mr. Fisher made an important point, because we have heard people say we don't want commercial development, we are not talking about any of that. That decision will be the City of Kennewick, the Port of Kennewick, the City of Pasco and Richland. The entities will need to make the determination on the lands that they now own. One of the reasons this requires federal legislation, as Mr. Fisher alluded to, the WRDA gets you in a position where you ask "mother may I,"- can we do something and the USACE has to go through the rigmarole to say yes or no. When you own the land and want to do what you have to do, all of the federal laws are applicable but you don't have to ask "mother may I." There is a big difference by having this land reconveyed back to the entity. So, let me turn it over to Mr. Peterson, who has done extensive work and some information about what the levees look like. Thank you, and we are prepared to answer any questions that you may have.

Mr. Peterson (238 Summerset, Richland) stated his purpose today is to say he believes the entire community has gone blind. My wife came here in 1943, and is an almost native to the area. Just two weeks ago, I took her on a drive through Columbia Park. We went through Columbia Park, looking at it really for the first time, even though we had been there many times. You go through Columbia Park, first the roads are bumpy and in bad condition, and on both sides, you see what kind of trash the community has really developed along Columbia Park. The road will not be fixed by either of the cities, because it is owned by the USACE, the land is owned by USACE, every time there is a need to replace a tree, putting in a new sprinkler system, anything like that, you have to ask the USACE to do so. How serious is it? We have the REACH Interpretive Center that is located on the far end of Columbia Park and the USACE will not let them put up a sign that says turn here to get to the REACH. That's the kind of control the USACE has. Mr. Peterson



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presented pictures taken by a volunteer, he started in Richland and is going to go all the way to Kennewick. Some of these pictures, I'd like to point out, I stopped and talked to two bicycle riders, most of the pictures are along Hanes Avenue in Richland. I asked the riders how they liked the bike path, they said it is fantastic, it goes 27 miles around the three cities. I asked how they liked the view of the river. And from where we were standing the bicyclist could not see the river, because of the brush you see along the river. Part of the story, Doc and Brad and I have assembled a lot of information and are working on more, and it is time to get the Rivershore back into community's hands. I will point out that we are people without portfolio, we were not elected to this job, and we volunteered. Although, I will say with TRIDEC, these are two board members, usually staff will do what the board members would like, but in this case, we are without portfolio. We think this is an important enough to our community to bring back into the community's hands. We have had questions about if any of the Tribes have been talked to. We have met with a tribe, 7-8 members, the tribe asked us at that time, please don't say we have had this meeting, please don't say what tribe it is. We have honored that, to this day, I don't think the tribe name has gotten out. But I will tell you, that meeting was a very positive meeting, the tribe we talked to ended up saying, you know, with the USACE we have protection of federal government, so we can get on the land anytime we want. True, but they also said they cannot do any development of any kind on that same property, because the USACE will not allow it. So they asked about opportunity to build a convention center/hotel, or destination hotel, I will not say a gambling casino, I just did. I will say they were interested in development and said if you look at a map of the state of Washington, and see where there are and aren't Native American funded hotels, the Tri-Cities is a vacuum. There is nothing within the Tri-Cities that they have invested in and they are interested. I will just guarantee you and Doc and Brad can speak to that as well. With that, we would really like to have questions and want to hear what your concerns are. I will also make the ask of the group, that we really would like to have the Port of Kennewick support what we are trying to do because as we go to Patty Murray, in particular, she wants to know do we have community wide support. You can see from the one document that I distributed, who we have support from. The group that we have left yet to talk to is the Port of Benton, and we are due to talk to them on July 27. Other than that, we have tried to meet with every elected group in the Tri-Cities.

Mr. Moak has some comments and appreciates the presentation that was given today. Mr. Moak like Mr. Fisher was the Mayor of Kennewick, and also had the Kennewick responsibility for Columbia Park. Mr. Moak is well aware of money that goes into maintaining that park from the City of Kennewick. When Mr. Moak served on the City Council and as the former Mayor, the City we tried to institute some commercial development at the park, and he got crucified by the public for that. Mr. Moak did not think he needed to talk to the public and that is his biggest concern. Mr. Moak understands what you are talking about and is supportive of the concept, but to him, he has not seen any discussion with the public-at-large as to what's going to happen, what are the details, whoever this land is conveyed too, whether the City of Kennewick or other jurisdictions. We don't like this, what is going to happen, there is certainly concern by a lot of people, regarding development, or is the area going to be all condos, and he understands that isn't what the intent is, but what are the protections once it gets back into local jurisdictions. Mr. Moak has seen bureaucrats at the local level and they aren't always any better than the federal bureaucrats, and does not necessarily trust them either. His concern is he has not seen you go out to the various organizations, but he hasn't seen, for example what the Port has done with the



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community and try and get that community buy-in by the citizens because he believes they have a lot of investment in these parks. He found a lot of folks who didn't live in Kennewick certainly thought Columbia Park was theirs and they let him know that. He is still hurting from that and justifiably.

Mr. Hastings responded to Mr. Moak's comments and appreciates what you are saying and it probably came because there are people who have opinions within your community, which is what self-government is all about. To Mr. Hastings, the solution to these problems, and whatever development plans may be. For example, in Kennewick, the decision has already been made right here to develop these lands, and we know that it is going to be commercial development. I read an article in the *Tri-City Herald* when you had the groundbreaking out here, I guess the commercial interest was less than what they thought. I am only reading the details from what I read in the article, I am going to surmise the reason for that, is because though that land is pretty good, you do not have access to the river, where you can go to a local government and have potential access to that river. Now, what's the solution if a bad decision is made, it's called an election. I could not think of anything better than having somebody on two sides of the issue, debate what to do with the levees, which ends in a public discussion and then you will have an election to decide what it is going to be. That is what self-government is all about, because in this position right now, one side is totally locked out of that discussion, rightly or wrongly, one side is winning and the USACE has the final say and I don't think that is fair to the community here, because there are people that have an opportunity. Mr. Hastings stated the area with the biggest potential is between the bridges, but you can't do anything between the bridges because you have these levees. But if you had local government control, let the debate start. It has already started right here and I can give the City of Kennewick a great deal of credit for that. Mr. Hastings suspects, the reason there hasn't been a great deal of commercial development activity on that is because they don't have access to the river that they can count on, and that is where the debate ought to be.

Mr. Peterson stated, one additional comment relative to this, one of things we would invite, is legislation is being drafted by Congressman Dan Newhouse. There are ways within that legislation, to do exactly what you are talking about, and limit the amount of commercial property or the amount that is improved, that can be done in the legislation. But at this moment, Mr. Hastings is right, there is no discussion, and commercial, if you refer to the WRDA Act, in order to do any commercial on the property, whatsoever, you have to pay the appraised value of property as it transfers back to the community, which is tough. We are hopeful we can bring the control back to local community for discussion.

Mr. Barnes has heard the presentation a few times and one of the questions he had, Mr. Moak touched on briefly, the Port had a charrette for the redevelopment of Vista Field where we had a few days where we opened the doors to the public and took all the comments. Has there been any kind of public, well-advertised public session taken place on this topic?

Mr. Hastings stated no and the reason why is we aren't saying there should be a plan for the Rivershore, the Port had a plan because of Vista Field. That makes sense, the Port had the discussion on the policy. This policy is simply saying that lands that were in private ownership, prior to 1948 should be reconveyed back to the community. Because, and let's not lose sight of



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this, there is no reason for the federal government to own the land when there is not a threat of flood. When you have those discussions, those decisions, then you will have those community meetings, rightfully so. But you will be able to make the determination.

Mr. Peterson stated, the USACE points out, all of these levees have 14 foot of freeboard (*the distance between the waterline and the main deck or weather deck of a ship or between the level of the water and the upper edge of the side of a small boat*). This means the water is very doubtful it will ever get to within 14 feet of the top, because of the McNary Dam. So why not give it back to the community to open the discussion. We are not the ones to hold the public meetings, we are only three concerned citizens.

Mr. Fisher stated this community invests \$2,000,000 a year and we receive zero equity. The cities are constantly having to deal with the USACE to replace diseased trees, the City of Richland can speak to replacement of an irrigation system in Howard Amon Park and the hassles they had to go through to do that. Just imagine the possibility, if the decision making and the control of these lands were vested back to where it once was. Imagine the possibility in Columbia Park, a park that is maintained by two cities, 80% Kennewick, 20% Richland. I would argue that most of the council members would agree, certainly in Kennewick they do, that a park that is about 50 % the size it is now would be a better park if it was better maintained, than what we have now, as seen by the pictures, to prove that. Imagine if some of those excess lands then, this community decided could be exchanged for equity in other entities. Greater public access to waterfront, perhaps building some public facilities and amenities that this community has sorely wanted over the last several decades. Imagine if you could construct an aquatic center with zero tax payer dollars, or provide a funding source for your REACH Center, as you know, there are some difficulties with the financials, it's within the district. Imagine if could develop a financial basis for the REACH, long term, moving forward. Imagine if you could construct a public tennis facility, which has been suggested, with zero tax payer dollars. List goes on and that is the sort of thing Mr. Hastings mentioned, once it gets to local area and you start having these public discussions, after the land is reconveyed, and the initial status of what we are going to do at that point, then the public can be asked. The list is endless, all to improve public access to the waterfront and improve what we see at the community's front door.

Mr. Peterson stated he has a stack of all of the studies, going back to 1988 and there have been five studies, the cheapest one was \$70,000 and some were well over \$100,000, all have ended up on the shelf. Every one of those studies said this is the most underutilized stretch of the Columbia River on the river anywhere. Mr. Peterson is happy to share any of the studies with anyone who would like to read them. That speaks to the question of, does the community think there is value in the Columbia River Rivershore.

Mr. Barnes stated, you three are very persuasive, given your history, your record, your resumes, you are an imposing group. My concern is that, as an elected official for the Port of Kennewick, and I want to make sure that if we do something like this, I would want to make sure that I am accurately representing my constituents. This is an impressive list of organizations that have already signed on and I understand that, and I have been to many of these presentations, however, my concern right now, I am elected, and I want to make sure I am doing my best to represent the



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will and the position of my constituents. I am hearing what you say and it is a very compelling argument. Mr. Barnes understands the cities are paying a lot of money for this park with no equity. There are tenants that do that, every day, tenants that pay rent for the enjoyment or use of a facility and they receive no equity in turn for that and they receive the use of that facility. Mr. Barnes is looking for a way to gauge the sentiment constituents, and we can have some discussion at the Commission level to decide what we may or may not want to do. Mr. Barnes thanked the group and restated the argument is persuasive and impressive and you have done your homework. Another question that came up at the Visit Tri-Cities Board meeting, there was a comment from someone who had spent time in the Lewiston-Clarkston area. One of the things Mr. Barnes would like more information on is what have other communities done when dealing with this issue. Portland must have issues with the USACE with their miles of shoreline. The gentleman at the Visit Tri-Cities Board Meeting spoke about Lewiston-Clarkston and their miles of shoreline owned by the USACE and how it is clean, and exercise equipment is available, a marvelous trail system. He thought it was an excellent system there and invited the group to visit it and look at it. Mr. Barnes would be interested in seeing that.

Mr. Peterson did some checking and all of the brush that is on the levees is removed by Lewiston, so the City of Lewiston pays for maintenance, it is not the USACE, which has no money for maintenance. He is correct, Lewiston-Clarkston levees are utilized, they are fished off, and there is access, but there isn't shrub brush or Russian Olive Trees and it is cleaned, but it is paid for by the community.

Mr. Novakovich is correct, you have done an amazing job presenting today. My personal opinion is anytime you can take things away from the federal government and bring back to, as close as you can, to the private sector, so much the better. Mr. Novakovich inquired what Senator Murray's viewpoint is presently.

Mr. Hastings stated regarding the NDAA, both houses have acted on it, the Senate does not have any language in there whatsoever. And Congressman Newhouse has language in the House version. Mr. Hastings believes they will go to conference and work the details out. He added Congressman Newhouse's amendment, passed by voice vote, without opposition. The ranking member of the defense committee, Congressman Adam Smith, from Seattle, agreed to it from that standpoint. Mr. Hastings was not present during the meeting with Mr. Fisher and Senator Murray, however, he had the opportunity of working with Senator Murray for 20 years. Now, admittedly we are in different parties, admittedly we have different philosophies, but I found I could work with her, and when she made that statement to Mr. Fisher, I take her at her word. And her word is, if the community is behind this, that this is something she could support. That has been my experience working with her.

Mr. Peterson stated we have had many representatives from Patty Murray, Maria Cantwell, and Dan Newhouse. We have kept them informed throughout, never shied away from that.

Mr. Novakovich stated another concern, the Port has an MOU with the Confederated Tribes of the Umatilla Indians Reservation (CTUIR) and he is concerned about what they may say about this, and we don't have a comment back from them. Have you contacted them?



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Mr. Hastings stated, very simply, in the reconveyance legislation, in fact the draft that was floating around prior to this language was put in, any MOU's that were entered in by any tribes, would be grandfathered in and there would be no change to those. The Port should not have a problem with that at all. Mr. Hastings understands the Port has had discussions, and that is a concern and admits all that. Mr. Hastings mentioned, he had the privilege of chairing the House of Natural Resources Committee, which had jurisdiction over tribes in the country. One lesson he learned very clearly, the tribes do not all think together. Another important point, the tribes would rather always, where they can, work with the federal government. Very simply, when you put the MOU language in the legislation, that is the federal government, and that shouldn't change any agreement you have with them.

Mr. Peterson stated CTUIR is a member of TRIDEC, and Carl Adrian, executive director of TRIDEC, has requested a meeting with them on this subject and others and is hoping to schedule within the next month. We are not shying away from that whatsoever.

Mr. Novakovich stated that is really good to hear and agreeing with Mr. Barnes, I think we'd like to hear the results of that before we make any decision. Having a little more information, particularly with the CTUIR, because they have been extremely valuable to us in dealing with the federal government and writing letters of support for our projects. Maybe after meeting with the CTUIR, you could perhaps give us more information after your meeting.

Mr. Hastings stated, it is worth keeping in mind, when we first started talking about this and Mr. Fisher approached me with this after I got out of office, knowing how the political process works, I knew that there would be people outside this area weighing in, that is just the way it works when dealing with waterways in this country. Keep in mind the principle, none of this land, prior to 1948, was owned by anyone outside this community. That is why we want to emphasize the reconveyance, it was an act of God that caused that to happen, called the flood. Always keep that in mind. I fully recognize you have to have those conversations.

Mr. Peterson further stated, we support what Mr. Schiessl will be addressing shortly regarding the Bateman Island Causeway.

B. Wayfinding Update

Ms. Shugart, Senior Vice President of Visit Tri-Cities, presented an update on the regional Wayfinding Master Plan and the path forward. Wayfinding was identified as a priority with the Tri-Cities Rivershore Enhancement Council (TREC) and the branding study performed by Roger Brooks.

Ms. Shugart stated the benefits of wayfinding are as follows:

- Creates a Positive Economic Impact;
- Creates a Sense of Place;
- Enhances the Visitor Experience;
- Promotes Gathering Places.



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The components of wayfinding are more than signs and can include: monuments, gateways, directional signs, kiosks, mobile applications, street furniture and banners. What is important is that there is a consistent way for visitors to navigate our region seamlessly.

There will be different wayfinding strategies implemented, depending on the locations, such as:

- Outside Edges – Vehicular Directional Signs;
- Continue Inward – Gateways/Banners;
- Main Street – More Pedestrian, Kiosks, Directional Signs and Mobile Applications.

Ms. Shugart reported Visit Tri-Cities hired a consultant, Merje, to complete the Master Plan and are working on Phase I: Discovery and Analysis:

- Kick-Off Meeting with Steering Committee;
- Merje Toured and Photographed Region;
- Conducted Stakeholder Meetings;
- Merje will Develop a Destination List;
- Merge will Provide a Wayfinding Analysis Report;
- Merje will Present Three Drafts of Design Concepts;
- Visit Tri-Cities will Conduct a Public Meeting.

Phase 2: Planning and Design includes:

- Suggest Gateways (examples, not formal concepts);
- Identify Concept Menu of Sign Types;
- Develop Preliminary Budget;
- Prepare Schematic Design.

Phase 3: Documentation includes:

- Produce Detailed Drawings with Material Specifications;
- Develop Project Phasing Plan and Budget;
- Deliver Final Manual/Sign Standards.

Ms. Shugart reported Merje will visit the area July 18-20, 2016 and will be making presentations at each of the City Council meetings and Visit Tri-Cities will host a public meeting to be held at the Tri-Cities Business and Visitor Center. Ms. Shugart stated wayfinding in the Tri-Cities is a community wide project that is supported by all of the local jurisdictions.

Ms. Bader Inglima added, a variety of dates were considered for Merje to make presentations to each organization, however, the dates did not work for a Commission Meeting. The Commission has the option to attend either a council meeting or the public meeting.

Mr. Moak stated the Port will be working on the 2017-2018 Budget in the fall and inquired when Merje will be completed with the Master Plan. Furthermore, Mr. Moak asked if there will be certain approved vendors and pricing available.



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Ms. Shugart believes the final master plan will be completed by late September and as part of the Master Plan, vendors and pricing will be included.

Mr. Moak inquired if mobile applications will be jointly funded.

Ms. Shugart stated it is too early to predict since the Master Plan has not been completed. TREC will work on a prioritization schedule and work together with the local jurisdictions to advance the Master Plan.

Mr. Barnes conveyed that Wayfinding is important to promote the Tri-Cities and inquired if entities could apply for grants.

Ms. Shugart stated as part of the deliverables, Merje will identify grant opportunities, however, we have to be thoughtful in how we follow through and not compete with each other for grants.

Mr. Barnes hopes the Port can provide a number of destinations for wayfinding, including Columbia Gardens, Vista Field and the West Richland Raceway.

Mr. Novakovich recently hosted Peter Batchelor, who worked with the Urban Design Assistance Team on the Bridge to Bridge project. Mr. Batchelor indicated signage is important and needed to promote the area. Mr. Novakovich stated the Port invested \$12,000 for wayfinding and inquired if there will be an additional request for funds by Visit Tri-Cities for wayfinding.

Ms. Shugart stated Visit Tri-Cities committed last fall that the Port would be the one to prioritize the specific signage on Port property. TREC works on cooperative, collaborative projects with the input of jurisdictions. Visit Tri-Cities is very cognizant of the fact that the Port generously supported the Wayfinding project.

Mr. Novakovich inquired if Merje identifies placement of the signage by jurisdiction.

Ms. Shugart stated Merje will identify placement of signage by city.

Ms. Bader Inglima will provide the dates and times of the Merje presentations for the Commission should they wish to attend.

C. City of Richland, Bateman Island Causeway Modification background and status

Mr. Schiessl stated the City of Richland was approached by the Mid-Columbia Fisheries Enhancement Group, a non-profit organization out of Salmon, Washington. There are several non-profit entities in Washington that utilize salmon recovery money, mainly obtained through the Bonneville Power Administration. The Mid-Columbia Fisheries Enhancement Group pursues water quality and salmon habitat restoration projects across the state and found a site in our community where they would like to invest in a project. The group began meeting with area stakeholders, including the City, with a proposal to breach or eliminate the Bateman Island Causeway. Mid-Columbia Fisheries Enhancement conducted a study which concluded if you breach the causeway, it would create greater flows at the mouth of Yakima, improve water



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velocity, thereby reducing water temperature, which is good for salmon and bad for predatory fish. By breaching the causeway, the public boat launch and gas dock and Columbia Park West Marina would be compromised as well as the 160-acre natural area that is heavily used by walkers, hikers and bird watchers. The Mid-Columbia Fisheries Enhancement Group does not have jurisdiction or authority to implement the project so they partnered with the State Department of Fish and Wildlife to look at the project. Mike Livingston, regional director for Fish and Wildlife has been invited to meet with Cindy Reents, Richland City Manager and Mr. Schiessl, to describe his agency's role in the project and their expectations moving forward. It is clear to the City that the main project objective is water quality improvement and salmon habitat upstream and at the mouth of the Yakima, however, Mr. ShieSSL believes they are not addressing the adverse impacts that the project could have to the area. Mr. ShieSSL stated the City would like the State to examine the following adverse impacts of breaching the causeway:

1. Access to Bateman Island: Bateman Island is part of the River Shore Master Plan and is identified as an important recreation and tourism area. The proposed breaching of the causeway would eliminate access to the island to emergency responders, visitors and tourists. The City will propose the adverse impact be mitigated by installing a bridge.
2. Economic development downstream: the study indicates that there will be 1.9 additional river knots of new current that would run through both the private marina and the public boat launch, which were not designed to withstand the stronger current. Furthermore, during the winter months, the area would be severely impacted.

Mr. Schiessl reported the City and Visit Tri-Cities have weighed in on these potential adverse impacts and have requested mitigation. Mr. Schiessl stated the City does not object to the State's pursuit of this project, however, the proposal is currently imbalanced in favor of water quality and salmon. The City would like the State to balance their approach to the project and invite more stakeholders to the table and others that will be impacted by the project. The best way to do this is to bring the project through the formal National Environmental Policy Act (NEPA) review, unlike the State Environmental Policy Act (SEPA), NEPA will consider the downstream adverse environmental impacts to the marina, boat launch and access to Bateman Island. Mr. Schiessl requested a meeting with staff to discuss the State's project.

It is the consensus of the Commission for staff to meet with the City of Richland regarding Bateman Island.

Mr. Arntzen stated the Port has a great relationship with the City and he and Ms. Bader Inglima will meet with Mr. Schiessl to discuss the project and report back to the Commission.

D. Detroit and More

Mr. Moak recently attended the Conference for New Urbanism in Detroit, Michigan, where he had an opportunity tour a revitalized area. Mr. Moak presented photos from Detroit and outlying areas.



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RECESS

Mr. Novakovich recessed the meeting at 3:34 p.m. for a break and will reconvene at approximately 3:40 p.m.

Mr. Novakovich reconvened the meeting at 3:40 p.m.

NEW BUSINESS

A. *Winery Tenancy Policy*

Mr. Arntzen stated the Commission recently discussed the draft Port Winery Tenancy Policy for Columbia Gardens and presented an updated draft with Commission comments. Mr. Arntzen added the following comments to the document:

- Page 1, Section 2: F- Having high product quality (reputation of product);
- Page 2, Section 3: The Committee shall interview applicants;
- Page 2, Section 3: Which applicant(s) should be selected for tenancy;
- Page 2, Section 3: The Committee shall provide the Commission with the basis for its recommendation(s).

Mr. Novakovich believes the document captured the essence of the Commission comments.

Mr. Moak agrees with Mr. Novakovich and would like to see the updated tenancy policy and lease agreement brought to the Commission together.

Mr. Barnes is comfortable with tenancy policy and believes the included items capture and address the Commission comments.

Mr. Barnes inquired about the status of the lease agreement. Mr. Arntzen indicated Ms. Luke and Ms. Hanchette are working with the standard lease language and revising the language as necessary to be applicable to wineries; he believes a draft will be available soon.

Ms. Luke conveyed the she and Ms. Hanchette are working on lease, pulling together winery specifications and utilizing current Port lease templates.

Ms. Hanchette stated the first step for any potential tenant is to complete the application, which is currently available for the Wine Village.

Ms. Bader Inglima stated in discussions with Ken Robertson and the wine industry, once the Commission is comfortable with the direction of the policy and committee, then the Port would begin advertising for applications with a due date. This would allow the committee time to review the applications for potential tenants, all concurrent to finalizing the lease documents.

Ms. Hanchette stated she has received interest in the Wine Village and indicated a potential tenant is not committing themselves by completing the application.



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PUBLIC COMMENT:

Jim Wade, 1813 South Rainier Place, Kennewick. Mr. Wade stated the Wine Tenancy Policy is a fine document and believes the Commission should move forward and adopt it as policy.

MOTION: *Commissioner Barnes moved to approve the Port of Kennewick Winery Tenancy Policy, as presented; Commissioner Moak seconded. With no further discussion, motion carried unanimously. All in favor 3:0.*

Mr. Novakovich stated as part of the Winery Tenancy Policy, there is the selection of a review committee and suggested Ms. Hanchette, Mr. Ken Robertson and Ms. Terrie Walsh from the City of Kennewick, for consideration.

Mr. Moak inquired if Ms. Walsh has been contacted and agreed to serve on the committee.

Mr. Arntzen stated he has discussed the committee with Ms. Marie Mosely, City of Kennewick City Manager with Ms. Walsh present. Ms. Walsh was flattered by the suggestion.

It is the consensus of the Commission that the Winery Tenancy Policy Application Review Committee will consist of Ms. Hanchette, Mr. Robertson and Ms. Walsh.

Mr. Arntzen stated he will work with Ms. Luke and Ms. Hanchette regarding the lease and as Ms. Bader Inglima pointed out, the Port can now advertise for tenants in the Wine Village.

B. Ballot Measure Statement

Mr. Arntzen reported the City of Kennewick will be placing a ballot measure on the August Primary Election, seeking voter approval of a sales tax increase to support the Kennewick Public Facilities District (KPFDD) improvements and expansion project at the Vista Entertainment District, referred to as “The Link.”

Mr. Arntzen has been working with Ms. Mosely on a brief statement that the Port could issue which would discuss the impact of “The Link” and the potential, catalytic affect to the redevelopment of Vista Field. Mr. Arntzen and Ms. Mosely have agreed on some perspective language and he would like to bring the statement to the Commission for consideration at the July 12, 2016 meeting. Mr. Arntzen stated the Port and the City are working together on a number of projects within Kennewick and believes a statement from the Port which discusses the projects each entity is pursuing and recognizing “The Link” and the redevelopment of Vista Field are two separate projects that will enhance the region. The Public Disclosure Committee is currently reviewing the statement to ensure the Port has followed the proper course of action.

Mr. Barnes stated the City of Kennewick is an important partner of the Port and it is important for the Port to acknowledge that “The Link” could help provide vibrancy and traffic for the eventual success of the Vista Field redevelopment effort. Mr. Barnes thanked Mr. Arntzen for his work drafting a statement.



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Mr. Moak agrees with the direction of the statement and stated that although he personally supports the ballot measure, the direction being proposed for the Port is the proper course of action to follow.

Mr. Novakovich stated “The Link” is a very contentious issue and he has had numerous discussions with city council members regarding a Port statement. Mr. Novakovich looks forward to seeing the completed draft at the next meeting.

C. Vista Field Development Guidelines

Mr. Arntzen stated he met with Mr. Moak last Wednesday to discuss the Vista Field Development Guidelines and will fold Mr. Moak’s comments into the document for Commission review for the July 12, 2016 meeting.

REPORTS, COMMENTS AND DISCUSSION ITEMS

A. Security Update

Ms. Hanchette reported Phoenix Protective Services has completed twice nightly patrols of Clover Island and Oak Street since 2015. Phoenix patrols officers are comprised of former military personnel, off duty law enforcement and other qualified and trained individuals, and provide the service for \$500 per month. Phoenix checks the doors, take pictures of the properties, patrols the docks, and visually inspects the island for campers. Furthermore, Phoenix patrols the properties at random times in the evening and sends Ms. Hanchette time stamped pictures and 2-4 reports each night. Ms. Hanchette stated as the Port grows, security detail will be added to the Wine Village and any other properties.

Ms. Hanchette stated Phoenix has a good working relationship with the Kennewick Police Department and if there is an issue, they will call 911 or non-emergency. Phoenix will also contact the tenant if there are issues with unlocked doors due to alarm issues.

B. Marina Update

Ms. Hanchette reported the Port has made administrative changes to the marina over the past few years, such as moving the marina office upstairs, raising the insurance requirements, and general housekeeping items. Currently, staff has enhanced communications, by sending out a periodic electronic newsletter, which highlights important marina rules, such as keeping the dock free and clear for safety reasons, no live-aboards and other boater information. Furthermore, several surveys have been conducted for tenant feedback and staff has received positive responses. Ms. Hanchette stated Ms. Yates has taken over the marina manager duties and is the first point of contact for marina tenants and potential tenants. Ms. Yates provides a potential tenant with a packet information that includes the new marina brochure, the moorage lease agreement, checklist, rates, and other pertinent information. As a thank you, new tenants receive a swag bag for coming aboard. Ms. Hanchette stated the marina team includes Ms. Yates, Ms. Scott, Ms. Schumacher, and the operations and finance department, who strive to create efficiencies and streamline the tenant process. Ms. Hanchette stated Ms. Yates has been doing a wonderful job as the marina manager and there have been fewer complaints thanks to Ms. Yates.



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Mr. Moak appreciates staff working as a team and addressing any issues. Mr. Moak inquired if the no live-aboards was a city ordinance.

Mr. Peterson stated the marina is 700 feet upstream from the City of Kennewick's water intake system, where there could be potential sewage issues if there were live-aboards.

Mr. Novakovich congratulated Ms. Hanchette and her team and stated this is another demonstration of the first class mechanism of working with public that the Port has become known for.

C. Vista Field Update

Mr. Peterson reported staff and the consultants continue to compile the details of the master plan together, including the traffic mitigation and key elements, such as; design standards, zoning matrix, land use lay out, design elements and principles, pattern language, and a president library.

D. Columbia Drive Update

Mr. Peterson stated the CTUIR will begin construction excavation observation on June 27, 2016, where the first 700 feet of the trench will be excavated. Benton PUD will begin placing the vaults the week of July 5, 2016.

E. Commissioner Meetings (formal and informal meetings with groups or individuals)

Commissioners reported on their respective committee meetings.

F. Non Scheduled Items

1. Mr. Moak will be attending the meeting tonight related to the Three Rivers Convention Center parking and "The Link" proposal. Mr. Moak believes it is important for the Port to work with the City or KPFD on the idea of creating a structured parking facility that would support Vista Field, the KPFD and potentially the Vista Arts Performing Center, and tie these projects together. Mr. Moak stated parking is a big concern with "The Link" and he believes this will be an issue for Vista Field as well and at some point, working together is the right course of action.

PUBLIC COMMENTS

Cal Coie, 705 South Oklahoma, Kennewick. Mr. Coie thanked Ms. Hanchette the completion of the new fence at the Clover Island Yacht Club. The fence between the Yacht Club and new launch area is very beneficial for all of us and he appreciates the Port's efforts to install the fence. Mr. Coie stated the Bateman Island Causeway breaching is very similar to a situation here on Clover Island several years ago. When there was discussion about installing a bridge on the Clover Island Causeway, the Yacht Club proved the silts would annihilate the Yacht Club in a reasonable amount of time. Mr. Coie stated many people think about the salmon and do not take the silts into consideration. If the Bateman Island Causeway is opened up, the silts will eventually invade the boats and the marina. Mr. Coie stated the Tri-Cities is in need of more marinas and the boating industry the second largest industry in Washington State, behind the apple industry. Mr. Coie suggested the study should not just look at the salmon habitat, but the effects to the marina and the silting. Mr. Coie is not in favor of breaching the causeway.



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Mr. Arntzen asked Mr. Coie to express the Port's gratitude to the Yacht Club members for their patience with the fence project.

Jim Wade, 1813 South Rainier Place, Kennewick. Mr. Wade reported that he lived in old Wallula in 1948 and after the McNary Dam was built, moved to new Wallula. Mr. Wade stated the USACE purchased mostly undeveloped land along the river from the farmers and everyone was paid by the government. Mr. Wade inquired if the local entities will buy back the 32 miles of shoreline or do the entities believe the USACE will give back the land. Mr. Wade mused if a fish ladder could be installed at the Bateman Island instead of breaching the Causeway and believes it is time to think about people instead of fish and the animals. Mr. Wade is not in favor of "The Link" and does not believe the Kennewick voters will pass the ballot measure.

No further comments were made.

COMMISSIONER COMMENTS

No comments were made.

ADJOURNMENT

With no further business to bring before the Board; the meeting was adjourned 4:45 p.m.

APPROVED:

**PORT of KENNEWICK
BOARD of COMMISSIONERS**

Skip Novakovich, President

Thomas Moak, Vice President

Don Barnes, Secretary



VOTER PAMPHLET

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Proposition 16-8

FOR THE LINK THEATER, TOYOTA CENTER IMPROVEMENTS AND CONVENTION CENTER EXPANSION

For Committee Contact Information

Campaign Website

None Submitted

Campaign Email

None Submitted

Campaign Phone

None Submitted

Against Committee Contact Information

Campaign Website

None Submitted

Campaign Email

None Submitted

Campaign Phone

None Submitted



EXPLANATORY STATEMENT

FISCAL IMPACT

Not Required

ARGUMENTS FOR AND AGAINST

Argument For	Argument Against
<p>The Link Entertainment Center The Link is a proposed 110,000 square foot multi-purpose entertainment center in Kennewick, WA, including a 2,300-seat Broadway theatre, renovations to the Toyota Center, and an expansion of the Three Rivers Convention Center. The Link will deliver unique and diversified entertainment, event, and activity space to meet growing demand and support a population that now rivals Spokane. The Tri-Cities is clearly lacking an adequate big show venue to attract national-caliber entertainment. Premiere touring shows simply will not book a high school auditorium, and the Tri-Cities can do better. As a result, we are losing national entertainment options to neighboring cities like Yakima and Spokane, and the subsequent commerce and economic development that such entertainment brings with it. The Link will provide significant educational, recruitment, and quality-of-life benefits to its citizens, and tangible economic impact generated by increased tourism from visitors, shoppers, and show-goers. The Link helps to establish the Tri-Cities as a destination, and when tourists travel to Kennewick, surrounding businesses benefit-a catalyst for jobs. The Link is a necessary facility to develop diverse arts and entertainment options, renovate the Toyota Center, attract and sustain top shows and conventions, and enrich the local economy and culture. If the Tri-Cities intends to be competitive and continue to grow, it must support the infrastructure required to make it possible. A premiere entertainment center is often the heartbeat of big cities nationwide, and Kennewick's entertainment district is the ideal location to deliver such a facility. It is time.</p>	<p>The Link: A \$35,000,000 Mistake for the People of Kennewick Is tax funding an entertainment venue a limited, proper or moral application of government power? Most would agree that taking from others to pay for something you personally want is called theft, no matter what kind of legality you dress it in. The sales tax will affect everyone, but logically the services of The Link will mostly benefit the residents who prefer, and can afford to attend, these types of events. This will be a lopsided deal that benefits the more wealthy at the expense of the poor. The Link may unfairly and negatively affect local businesses and theater companies that are competing for entertainment business. Businesses shouldn't be forced to fund their own competition. If a \$35,000,000 event center was financially viable it would have already been built by private business. Taxpayers will be floating all of the financial risk while burdening future generations with a facility that will forever need additional taxes for renovation. It's a bad investment and a trap. It seems most of the theater seats are arranged in a way similar to those of foldaway Basketball bleachers They are not curved toward the stage and there is no balcony seating. Many would find this arrangement unacceptable for theater. One might conclude from this that the noise about Broadway shows is a distraction from this ballot measure's primary objective: Renovating the old Toyota Center and Convention Center. Do not fall for this. Please vote No.</p>

REBUTTALS OF FOR AND AGAINST ARGUMENTS

Rebuttal of For Argument	Rebuttal of Against Argument



Government funding for an entertainment venue of this nature is not only a proper application, but the overwhelming model for facilities like this nationwide; we reference Spokane, Portland, and Seattle as examples. Let's not forget that citizens decide the outcome-this is not a partisan interest. Furthermore, The Link and connecting buildings offer diverse entertainment options for the masses, not for the wealthy. The Link will generate local commerce and jobs, not detract from it.

None Submitted

COMMITTEES

For Committee

Against Committee

Tyler Borders Erik Van Winkle William C. Smith

Elijah Stanfield David Price

CAMPAIGN FINANCE DATA

For a list of the people and organizations that donated to state and local candidates and ballot measure campaigns, visit www.pdc.wa.gov.

Site Search

Enter search keyword...



Calendar

April Special Election ballots mailed

Apr 7, 2015

In-person Registration Deadline for April Special Election

April 20, 2015

Last day to make precinct boundary changes before November General Election

April 27, 2015

First day filing officer may receive candidate declarations by mail

April 27, 2015

April Special Election

April 28, 2015

Memorandum

To: Tim Arntzen

From: Larry Peterson

Date: July 7, 2016

Re: Vista Field Master Plan (Elements & Status)

Tim–

As request a comprehensive and concise list of the elements (and status) that will comprise the Vista Field Master Plan are identified below. All elements remain true to the vision created during the November 2014 Charrette, with some being tweaked early in the process due to commission direction (overhead power) and other elements being modified following in depth analysis (100% pavement reuse). Elements range from objective (Traffic system analysis & Fire Dept. criteria) to clearly subjective (building design standards) with some items covering the entire spectrum (zoning, land use layout map).

- The Vista Field Redevelopment “Master Plan” will contain text, maps, and numerous supporting documents included as appendixes (design guidelines/precedent library, Pattern Language, TSIE analysis, Fire Department criteria, Charrette Report & economic analysis);
- The Vista Field Redevelopment “Development Agreement”, which serves as the contract between the Port and City will include all elements of the master plan plus the new zoning regulations, City Design Standards and trigger wording for TSIE improvements and water system improvement... if applicable;

The City will adopt zoning regulations to allow for the fluid mixing of land uses throughout the site and the basic quantifiable design standards (pedestrian connection to the street, parking behind buildings, percentage of glass on building façade) and the Port would adopt design guidelines which provide additional direction are a much greater level of detail. The City wishes to establish a “bright line” between the mandatory zoning and design standards and the subjective design guidelines.

The remaining elements would be assembled and presented to the Commission in July and August in the similar two-step process, then the entire master plan would be combined and submitted for formal Commission adoption. The date for adoption of the Vista Field Master Plan is dependent Commission response and direction to the remaining elements.

At the July 12th Commission meeting Michael Mehaffy & Laurence Qamar of DPZ will be present to walk through the what and why of the subjective design guidelines and design precedents library document. Also renderings of possible Woonerf layouts, plaza and tower elements and the corporate hanger revisions will be presented. The draft design guidelines/precedent library and conceptual drawings are included with this memo.

Ideally at the July 12th meeting the Commission would comment on the subjective design guidelines and provide direction which could be incorporated and then those elements would be present for Commission endorsement on July 26th.

VISTA FIELD REDEVELOPMENT - MASTER PLAN (Elements & Status)

- Preamble Text explaining process & project planning history & participants (95% complete);
- Maps identifying layout in both Rendering and AutoCAD formats [**COMPLETE**];
- Design Precedents (**DRAFT 100%** complete-Commission review 7/12/16);
- Pattern Language document [**COMPLETE**];
- Charrette Report (**99% complete**, minor spelling corrections needed);
- Market & economic analysis (**75%** complete ECON is working to finish by late-July);
- TSIE report and summary conclusion/agreement table [**COMPLETE**];
- Fire Department development criteria [**COMPLETE**];

VISTA FIELD REDEVELOPMENT - DEVELOPMENT AGREEMENT (Elements & Status)

- ❖ Standard City Development Agreement (33% complete-Legal Counsel directs task);
- Vista Field Redevelopment - Master Plan;
 - Zoning Regulation matrix (**95%** complete, conceptually approved by C.O.K. PC & Council);
 - Design Standards (**85%** complete, conceptually approved by C.O.K. PC & Council);
 - TSIE "trigger" wording (**75%** complete, conceptually approved by PW Director & Council);
 - Water System impact analysis; understanding/agreement (status unknown at present);

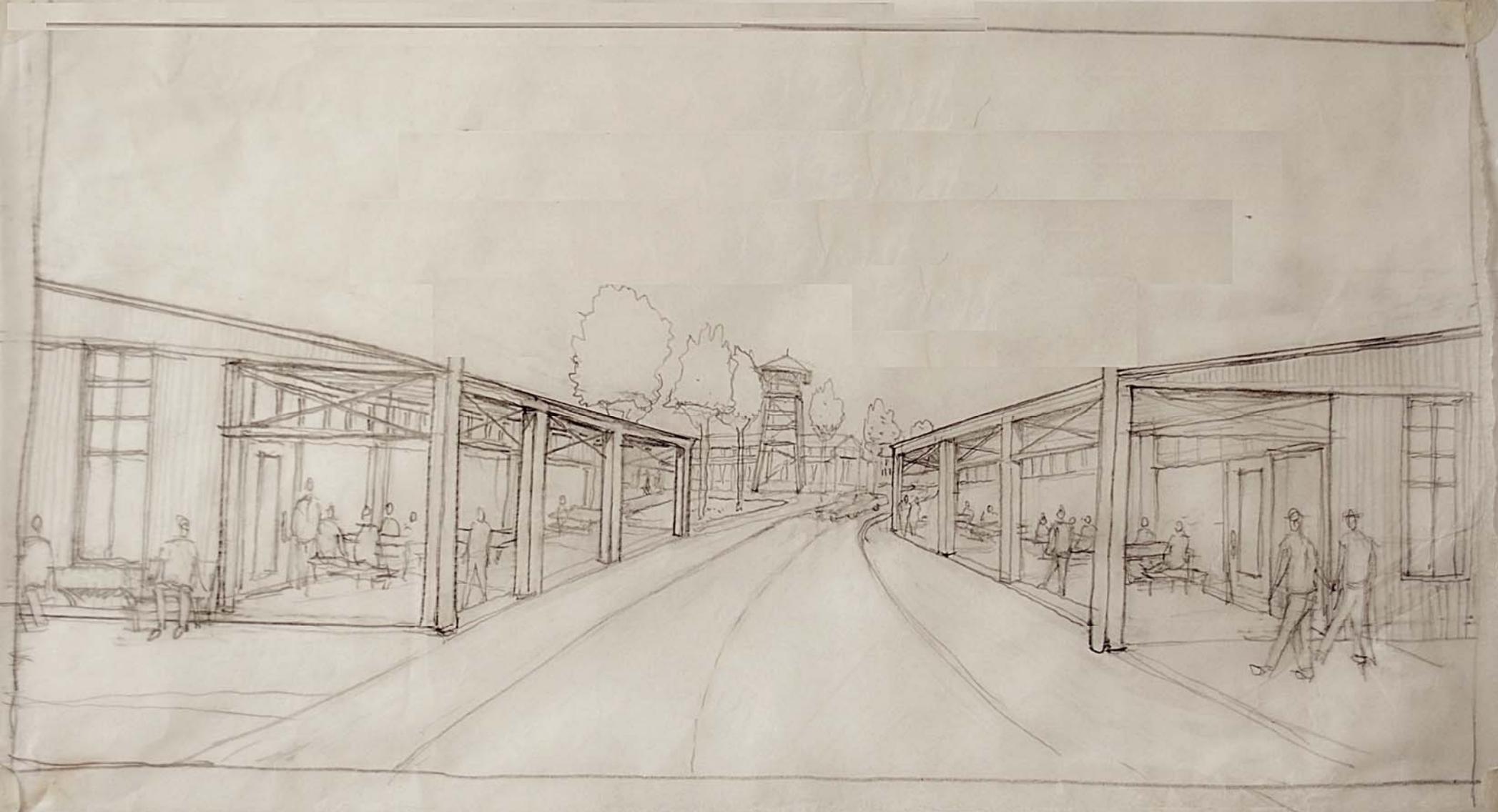


WOONERF HOUSE ELEVATIONS - CONCEPT STUDY 1

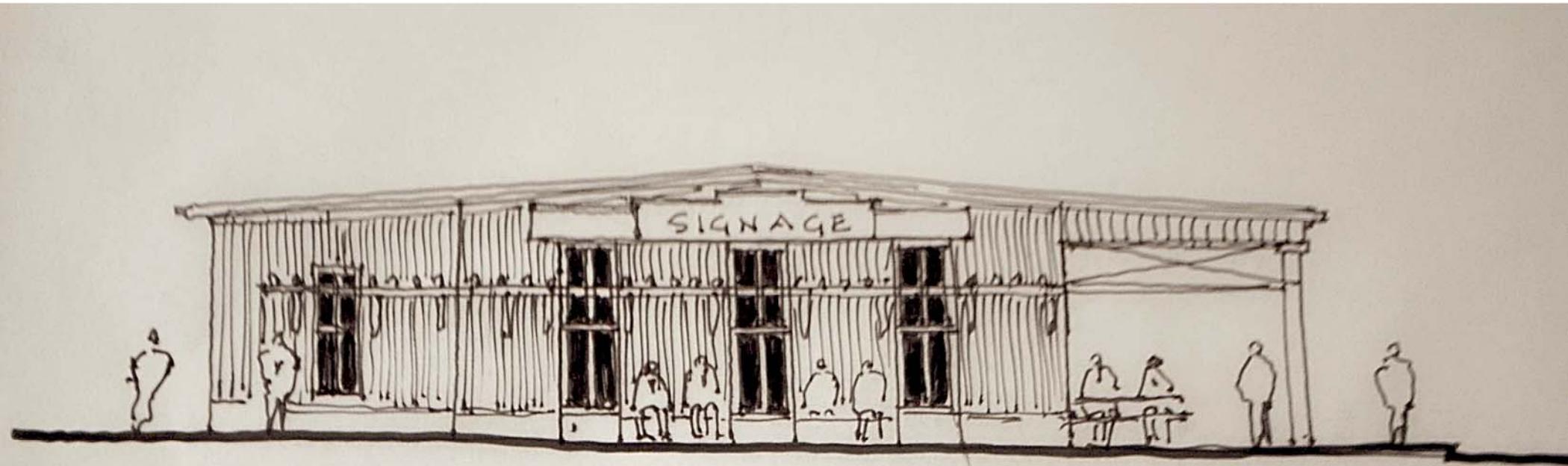




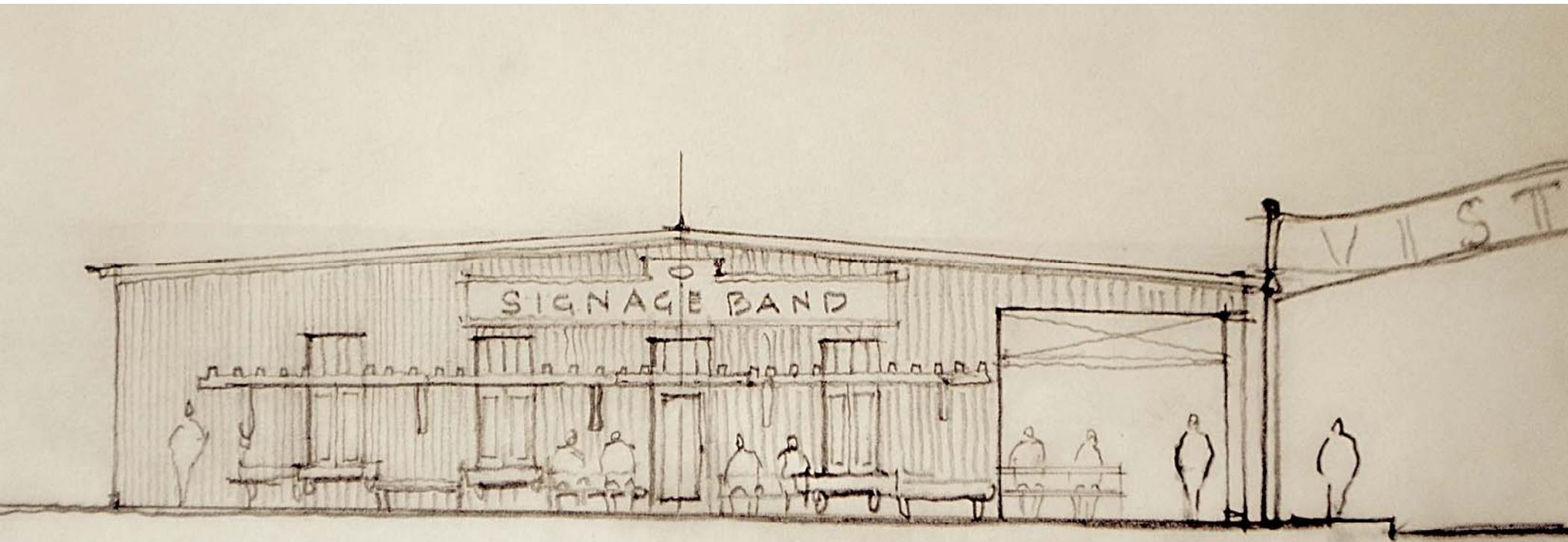
HANGAR ARCADES AND PERSPECTIVE (SIGNAGE OPTION)



HANGAR ARCADES AND PERSPECTIVE (NO SIGNAGE OPTION)



VISTA FIELD HANGAR STUDY 2



VISTA FIELD HANGAR STUDY 3



VISTA FIELD MARKET AREA - TOWER FEATURE



VISTA FIELD MARKET AREA - MASONRY TOWER, "M" WATER FEATURE OPTION



VISTA FIELD MARKET AREA - METAL TOWER, "S" WATER FEATURE OPTION







DRAFT 3 - FOR REVIEW

VISTA FIELD

DESIGN PRECEDENTS LIBRARY

DRAFT 3 - FOR REVIEW

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DRAFT 3 - FOR REVIEW

URBAN TYPES

DRAFT 3 - FOR REVIEW

GATEWAY ARCH SIGN AND ARCADED SIDEWALKS



Description: When roadways pass around the outer edges of neighborhood, drivers often pass by without realizing there is a vibrant community within. By announcing the entrance to the neighborhood with gateway buildings and well designed signs, way finding can draw the public into the community. Announcing the entrance into a new district or town's main street has often been done traditionally with tall arcades integrated into the buildings. In addition, an arching sign can span the street for extra emphasis.

Arcades over the sidewalks have been a patterns in both rainy climates as well as sunny and hot semi-arid climates. Cafe-goers can benefit from outdoor covered shading during Kennewick's hot dry summers. In the cooler winter months, cafe seating can continue with the use of overhead space heaters, and partial temporary enclosures (e.g. translucent tarpaulins).

DRAFT 3 - FOR REVIEW

MULTI-USE CIVIC OPEN SPACE IN THE CENTER



Description: When neighborhoods lack sufficient civic gathering places to assemble in large groups, the community misses the opportunities for local celebrations that forms the bonds of true community.

A properly sized public park or plaza that is not too large to dissipate the sense of gathering, but large enough for a public gathering, is best situated roughly every 1/2 mile apart. Taller buildings that mix retail shops and residences can help enclose the park or plaza, forming an “outdoor room.”

It is important to border the park or plaza with streets that are drivable but also similar to the paving of the plaza, to slow moving vehicle circulation, and to provide safe and comfortable pedestrian ambiance.

MARKET AND RESTAURANT STREET



A market street in a Turkish village. The buildings are simple and inexpensive, but they have an attractive solid character that is enriched with vegetation, awnings, canvas street shades, an informal street pattern, and the activities and wares of the shops.

Description: Delightful human-scale outdoor places can be created with simple, handsomely proportioned buildings and small-scale details, like canvas awnings or street shades. The buildings themselves should form a complex of interesting, human-scaled “outdoor rooms,” connected along street paths, as in the photo above. Parking is provided at the rear.



The buildings at Granville Island in Vancouver BC are quite simple and industrial, but they form a delightful series of human-scaled places.

COLONNADED MARKET SQUARE



Description: Local farmers and craftspeople often lack the opportunity to sell their wares without needing to depend on a middle man or larger centralized distribution system. An age old solution through most cultures has always been the peoples public market square or market building where they can set up a small booth at relatively little cost. When they are held on the same day each week, customers get to know particular sellers and seek out their wares on a repeat basis. Food carts are a more recent transformation of the old public market.

Public markets can be established in a formal market square, open shed pavilion or merely a weekend street fair. It is important however that the space is well defined and attractively articulated down to human scales.

MARKET KIOSKS



Attractive matching kiosks at Roche Harboe, Washington

Description: Market areas can be enlivened with small, attractive kiosks that are inexpensive to build and operate, and easy to close up after hours of operation. Goods can be put out in larger areas with umbrella tables, all of which can be stored in the kiosks. It is important to coordinate the design of the kiosks.



Market kiosks at Perspicacity Market, Seaside FL

FOOD CART POD



“Tidbit” Food Cart Pod in Portland, OR

Description: Food carts have become a popular source of varied cuisine and a “step on the ladder” for promising cooks who want to open restaurants. But they can become chaotic and visually disordered. So-called “food cart pods” can bring them together into coordinated spaces that are comfortable and attractive, while still preserving personality and individual character. This is one of their key sources of appeal.

PARKING CAP KIOSK



Description: For small parking lots where it is not feasible to extend liner buildings, or the buildings may not come until later, a small retail kiosk may be appropriate. The example is a simple movable structure with an adjacent seating area, with a framework to allow protection from sun, wind and precipitation. The structure is personalized with many interesting details at pedestrian scale – lights, brackets, signage etc.

Note that the majority of parking enclosure should be done with liner buildings. However, in some limited cases, the parking cap kiosk may be appropriate.

PASSAGES THROUGH BUILDINGS TO INNER PUBLIC COURTYARDS



Description: One of the most delightful ways of maximizing pedestrian-friendly connections is to penetrate larger building volumes with building passages. This can also compensate for conditions where blocks are too large, forcing people to walk a long distance around the block. These pedestrian passages through the blocks help to activate the “capillary” pedestrian network. (See also the pattern “Capillary Courtyards.”)

Walking passages can occur between buildings leading into mid-block courtyards, and they can also pass through archways or other public passageways under the upper stories of buildings.

COTTAGE COURTYARD



Description: People need a level of separation and privacy from their neighbors, and yet sometimes this quest for privacy turns into isolation and even loneliness. At the same time, many others prefer and even thrive on living in closer groupings of neighbor with shared common space.

Groupings of smaller homes in clusters of roughly one or two dozen are especially desirable for young families starting off, singles and couples, and senior citizens, all of whom may be interested in a more social and shared lifestyle.

WIDE SIDEWALKS FOR STREET CAFES



Description: Sidewalks in front of retail shops on main streets can be lackluster and uninviting places, if not carefully designed to attract customers.

Public space on the main street can be enlivened with retail sidewalks that include a zone for cafe seating and shop displays in front of the entry display window. Entry doors can be recessed into niches, leaving bay windows for display, and providing sheltered areas for customers to stand out of the weather as they prepare to enter. The walking path and tree planting zone then transitions out to the on-street parking zone. The “display zone” can be about 4-8’ deep with a “walking zone” of 4-6’ and a “planting zone” of 4-6’ for a total sidewalk width of about 12-16’.

INTEGRATED PAVILION



Photo courtesy Google Maps

Description: Pavilions are an important building type that can be used to enclose urban space and create attractive spatial sequences. They can be designed in a compatible character to adjoining buildings and streetscapes, as shown in the example above. Pavilions can also include trellises or plantings, which can help to further enclose outdoor spaces and shield objectionable views behind them (see below).

Pavilions can be actively used as bus stops, gathering areas for small events, or interim vending areas.



Pavilion with plantings that help to screen the view

BUILDING TYPES

SIMPLE VOLUMES WITH ARTICULATED DETAILS



Espanola Way in Miami: very simple volumes with very carefully articulated details

Description: The character of Vista Field is not intended to include flamboyant architectural forms (swoops, staggers, folds, cantilevers, etc). Rare exceptions will be considered, but will require persuasive arguments from the proposers. Instead, the beauty and character of the buildings should emerge from their careful detailing, on top of relatively simple forms, handsomely proportioned.

HORIZONTAL AND VERTICAL COMPOSITION: BASE, MIDDLE, TOP (CORNICE)



Description: Row houses and small apartment buildings are popular housing types that provide high concentrations of residences, as well as gracious and spacious interiors. But save for a few historic coastal cities, this kind of dwelling became unavailable in many housing markets as Americans in the mid-20th C. moved out to single family suburbs, often leaving the inner cities behind.

Now a resurgence is happening in many cities, bringing a compact, vibrant, youthful urban life. With this trend, the townhouse and small apartment types are seeing a comeback. These buildings can be designed no more than about 3-4 stories along with another story in the roof in order not to loom over the street. Small balconies, integrated into horizontal ornamental bands above the first floor, provide a little outdoor space for a potted herb garden and chair or two to sit and watch over the neighborhood.

TRADITIONAL NORTHWEST CHARACTER



An example of traditional character and detailing in a Mountain Northwest Vernacular, in Lake Oswego, Oregon

Description: The cohesive character of buildings is an important contributor to the quality of the public realm. While the Vista Field plan includes distinct “character areas,” it is important to establish an overall character that is then differentiated in different areas. A “Northwest Vernacular Character” is strongly encouraged, including the following elements:

1. Interesting pedestrian-scaled details, including brackets, rafter tails, trellises, etc.
2. Dormers with steep roof pitches.
3. Balconies with railings and open truss structures.
4. Materials that are rugged and attractive, including stone, heavy stucco, heavy timber, etc.
5. Adjacent landscaping that includes conifers.
6. Adjacent outdoor areas with strong patterns of trees, fountains, etc.
7. Simple main building masses (see also “Simple Volumes with Articulated Details”)

COURTYARD HOUSES ON STREETS AND ALLEYS



Alys Beach, Florida

Description: An appropriate form of attached home that provides private outdoor space is the courtyard rowhouse type, seen here at the very successful Alys Beach, Florida. This home type is a popular seller among empty-nesters and young professionals, because it offers the advantages of a rowhouse type (low maintenance, more efficient building layout) combined with the advantages of usable private outdoor space. The type shown at Alys Beach is alley-loaded, and facing onto a pedestrian-oriented shared street.



Courtyard houses in a variety of styles and colors. A palette of sand and sage is likely to be more appropriate to the Tri-Cities region.

ONE-STORY RETAIL



A new retail building that reflects the historic character of its city, in Portland, OR.

Description: In some areas where an enclosure with the “street wall” is not needed, one-story retail is appropriate. The architectural character should follow the Character Areas guide, but generally will echo the patterns of a “Great American Main Street”, with details that are pedestrian-scale, attractive, and combining industrial with artistic and human crafts elements.

The above building shows how one-story need not be uniformly flat, but can have projecting elements that give the structure a strong presence on the street.

STOREFRONT FACADE AND PORCH ON LIVE/WORK



Description: The segregation of retail shops and residential homes based on Euclidean land-use zoning started in the early-20th Century. The results have negatively impacted communities and people's ability to live and work under one roof and one mortgage.

In a real sense, live/work structures have existed since early humans began creating shelter and trading food and goods with one another from their shelters. It is only in recent times, when "industrial" activities were considered unhealthy for residents, that the idea of fundamentally segregating living and working became prevalent. But in many cases this is no longer necessary, and it can add significantly to cost and daily commute time, especially for small businesses.

Transforming a simple house into a retail shop saves the cost and difficulty of maintaining a separate home and business. By adding a few simple architectural elements such as a false facade and a hand painted sign, a house can transform into a shop with a residence above. Since it is scaled to a residential building and has many elements of houses, such a live/work home can be compatible with a predominantly residential neighborhood. Parking and other requirements need to be considered on a case-by-case basis, but are often quite manageable for small family businesses in residential areas.

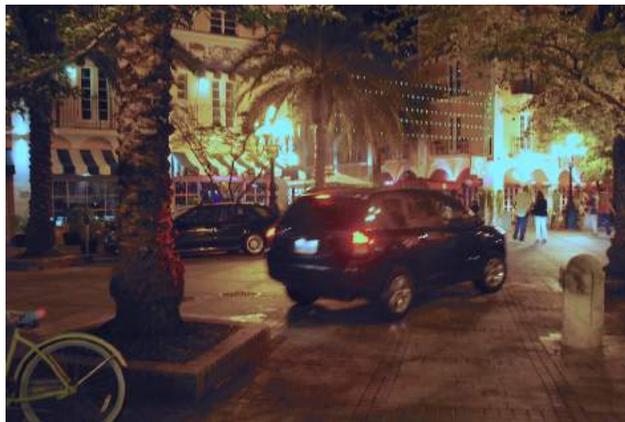
LANDSCAPE TYPES

OUTDOOR LIGHT ENCLOSURES



Lights create enclosures in the DPZ project of West Palm Beach, FL. Rope lights, uplights, fountain lights all help to define space.

Description: One of the most important ways to define outdoor space is through outdoor lighting in the evening hours. Lights on tree trunks, uplights on buildings, fountain lights, and overhead light strings are all important ways of defining the spaces and creating a sense of enclosure of “outdoor rooms.” LED lights are inexpensive to operate and long-lasting. (Care should be taken to control light spillover to residences and to preserve dark skies.)



Overhead light gateway at Espanola Way, Miami Beach

WADING STREAM



Bourton-on-the-Water, England - about 20 feet wide and only 1 foot deep, with 1-foot banks

Description: In a hot climate, a cool stream is a welcome sight, offering a delightful opportunity to dip one's toes in the water. The stream bed can be quite shallow, providing safety as well as reducing the volume of water required.

TRELLIS WALL



In the case above the example is tube steel, but a durable wood or wood composite material is preferred. Note also the planter below the trellis, supporting the planting material.

Description: In some areas, particularly interim or “Lean” development areas, it may be appropriate to create enclosures with trellis structures. This is particularly important for enclosing outdoor urban spaces or “rooms,” and for defining smaller and more intimate spaces within larger areas, particularly when an objectionable view might be otherwise present.



Trellises in the shape of “outdoor windows” help to shield parking in White Salmon, WA

GARDEN WALLS AND GATEWAYS



Description: When public and private spaces blur into one another without clear demarcation and definition, a breakdown occurs in the coherence of urban place-making. This lack of definition in between public rights-of-way and private blocks and lots occurs often in suburban contexts (e.g. commercial parking lots facing arterial streets).

What is needed is a strong definition of edges with garden walls, hedges, and fences, along with beautifully designed gateways, from public ways into more private interior courts and passages. These structures are not necessarily meant to keep people out, but more importantly, they help to define and celebrate the entrance into realms of different characters.

POP-UP FOUNTAINS



Pop-up fountains can delight young and old

Description: Plazas can be enlivened by fountains that actually pop up from the plaza pavement. These can create a delightful experience and help to cool adjacent spaces in hot dry weather. These fountains, together with their pumps and timed controllers, are readily available from fountain supply companies.

TREE BOSQUE



An example of a tree bosque in Lake Oswego, Oregon. Note the decomposed granite surface.

Description: The Vista Field site is very open and windy, and hot during the summer. A canopy of trees, planted early, will be important to establish shade, wind screens, and appealing vegetation. The traditional bosque pattern of trees, arranged in a grid, provides a usable space beneath them. Decomposed granite is preferable to grass, which generally will not grow well in a bosque pattern.

Plant as early as possible along streets, in usable outdoor areas, and in other places where shade, wind breaks and appealing vegetation are important.

In some cases, it may be desirable to plant the trees well before construction, and then protect them with fencing. Grades must be well established to assure that the trees will be at the correct finished grade.

GROUPED ALCOVE SEATING IN PUBLIC PLACES



Description: Small public spaces, parks and plazas can remain underutilized and even empty if there are inadequate numbers and types of places to sit and rest.

Park benches properly placed are one way to provide seating for people to rest a while in groups of two or more, or for individuals. Park benches provide places for eating lunch, feeding bread to the pigeons, chatting with a friend, reading a book, or simply resting during a long walk.

Grouping park benches in an alcove of benches facing each other offers an additional opportunity for strangers to perhaps strike up a conversation, or a group to gather for discussion in the park. At the same time, the benches can be just far enough apart to allow separate groupings of people to be separate but within the same place.

CONSTRUCTION DETAILS

GOOD MATERIALS



Description: Vista Field is intended to be an eclectic district, with an interesting range of architectural expression and materials. At the same time, because of the pedestrian nature of the community, the materials need to meet several fundamental criteria:

- 1) They must be pleasant to look at up close, at pedestrian scales.
- 2) At these close-up scales, they must not try and fail to look like something they are not (e.g. fake stone, fake wood, etc).
- 3) They must accommodate simple but attractive detailing, such as borders, trim, shingling, etc.
- 4) They must harmonize with the surrounding streetscape.

We are providing a framework to achieve these goals with a list of recommended materials. Other materials will be considered for approval on a one-off basis, but (unless there are unusual circumstances) these materials are available without further review.

Good Materials for Vista Field:

- Genuine wood siding
- Corrugated metal siding
- Authentic stucco
- Brick with corbel patterns
- Hardi-plank and Hardi-panel, without wood grain
- Composition shingle roofs, light in color
- Standing seam or corrugated metal roofs
- Wood, fiberglass or clad metal windows
- Tumbled concrete pavers
- Buff-colored concrete with decorative scoring

Bad Materials for Vista Field:

- T-111 Siding
- Synthetic stucco
- Simulated (“cultured”) stone or brick
- Hardi-plank with simulated wood grain
- Other simulated wood products (without careful review)
- Vinyl windows (without careful review)
- “Pop-in” muntins, other simulated “fancy” window and door light types (ovals, “Palladian” forms, etc)
- Concrete tile roofs
- Simulated stone flatwork (e.g. “Bomanite”)

GOOD WINDOWS



An example of a good window – well-proportioned and detailed.

Description: Windows are often the most important visual elements on a building, and badly detailed windows can spoil an otherwise successful building design. Unfortunately, commonly available “builder” windows often do not measure up. It is critical to select carefully for windows that are well-proportioned, with suitably deep reveals (with the glass recessed, not flush) and with a matching color to the building scheme. (For example, standard white windows can clash unattractively with non-white buildings.)



Things to avoid in windows: shallow reveals, plastic clip-in muntins, and windows that are too wide in relation to height.

TALL PROPORTIONED WINDOWS AND DOORS,
VERTICALLY AND HORIZONTALLY ALIGNED



Description: In an effort to be innovative, eye catching or fashionable, designers often compose building elevations with a variety of building shapes and sizes, and often in ways that intentionally contrast with surrounding buildings. While this approach can produce a temporarily popular and marketable result, it can also result in a discordant and visually chaotic streetscape, lowering the long-term value of the properties and businesses.

By using relatively similar tall and slender window shapes, building fronts can be well proportioned, compatible, and calming to the eye. The tall and narrow window is an age-old shape that fits the proportions of a person standing, helps to avoid interior glare (when placed near a side wall) and supports low-cost structural stiffening. Tall windows and doors vertically and horizontally aligned help to form a consistent 'form language' of punctuated openings that can vary a little, but express a commonality of form.

PROPERLY PROPORTIONED TRIM



Trim with proper proportioning – 4" for windows, 6" for corners. Crown mould has been put on one of the windows.

Description: Few things lower the appeal and value of a building as much as improperly proportioned trim.

In general, exterior trim around windows and at corners needs to be at least 4 inches wide, and sometimes better if it is as much as 6 inches wide. (This is particularly true for corners.) Trim should also project properly from the plane of the building. Depending on the construction, this may be done with a thicker board (more than $\frac{3}{4}$ "), or with a spacer board.

Trim should generally be smooth, and a durable wood or cement board (e.g. HardiPlank). Note the reveals in the windows

GOOD ROOF VENTS



Good roof venting in Seabrook, Washington, supports a beautiful roofscape.

Description: Nothing mars a building more than an ugly protrusion of roof vents. Mushroom air vents should be avoided at all costs. (Use ridge, soffit and/or gable venting instead, where applicable.) Plumbing and mechanical vents should be consolidated as much as possible, and collected into back side and hidden locations, where their appearance is not objectionable.



Roof vents – the wrong way!

GOOD DOWNSPOUT LOCATIONS



Good downspout locations in Seabrook, Washington include corners and natural breaks in the elevation. Downspouts are straight and clean in all cases..

Description: Misplaced downspouts are the bane of lower-quality housing projects. Unfortunately, they happen all too easily, as plumbing and gutter subcontractors come at the last minute and improvise their locations with poor planning and coordination. Instead, a plan should be carefully agreed with the subcontractors to locate in appropriate locations, such as corners and breaks in the elevation, and to plan for simple, direct paths downward – not wild step-outs and sloppy angles.



Downspouts – the wrong way! Note also the improperly located utility feeds.

SCORED CONCRETE SIDEWALKS WITH SOFT COLORING



Description: In many places, expensive pavers are not necessary; a simple scored pattern can be very effective. In the example above, the pattern is an approximately 1' x 36" "running bond" pattern, with side areas of 12" x 12". The concrete is also given a subtle color (an admixture of pigment into the mix) and side areas can be given an accent color.

Note that this pattern does not preclude use of accent materials, such as granite cobbles. But they are not necessarily required.

Note also that stamped artificial pavers and other textures (e.g. :Bomanite") are discouraged. These spall over time and ruin the effect, which is not very strong to begin with. In addition they can be quite expensive.

VEGETATION POCKET SIDING



*A vegetation pocket wall on an old industrial building made into a New Seasons grocery in Portland, OR.
(See also "Rusted Metal Siding")*

Description: An otherwise plain wall can be given a stunning makeover with a framework of vegetation pockets. The system is mounted to the wall and typically has drip irrigation installed, operated by a timer (see photo below).



A system of vegetation pockets at a hotel in New York. Small pots are held on a meshwork. The drip irrigation system is visible at right (black tubes).

RUSTED METAL SIDING



These rusted metal shingles in Langley, WA were treated with acid to get their characteristic patina

Description: Rusted metal sheets can be remarkably attractive as well as durable siding materials, if handled carefully. Mixed in with other siding materials, they can provide interesting features and attractive contrast.

July 12, 2016

Mr. Mike Livingston
South Central Region—Washington Department of Fish & Wildlife
1701 South 2nd Avenue
Yakima, WA 98902

Dear Mr. Livingston:

As demonstrated by our work to restore the Clover Island shoreline, the Port has long supported habitat enhancements to benefit aquatic species and a variety of riparian wildlife.

We also recognize that Bateman Island is an important resource. And while we understand that protecting and improving habitat is important to our fish and wildlife agencies, our citizens, and our tribal partners; it is also important to ensure continued public access.

A balanced habitat management approach is best. And we applaud your efforts to explore options for environmental enhancements which protect public use and sustain ecosystems for species of concern.

Indeed, providing opportunities for public input and mitigating impacts from changes to Bateman Island's causeway, or to the surrounding shoreline or recreational opportunities is critical to a good environmental process. And we are grateful that the Washington Department of Fish & Wildlife process will include open and active public participation; a full understanding and consideration of the impacts to the in-water and riparian environment; and a commitment to mitigating impacts to public access, boating, tourism, or recreational use of the Columbia and Yakima rivers and islands.

We appreciate the chance to offer our thoughts early in your planning process; and thank you for considering our views as you undertake considerations related to breaching and bridging the Bateman Island causeway.

Sincerely,